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Aircrew's heroic efforts earn Lt. Gen. William H. Tunner Award

By Senior Airman Korey London
3rd Wing Public Affairs

ELMENDORF AIR FORCE BASE, Alaska (AMCNS) — Three hours into its flight from Elmendorf Air Force Base, Alaska, to McGuire AFB, N.J., a C-130 aircrew from the 517th Airlift Squadron got all the excitement it could handle in the span of 20 minutes.

The aircraft was 15 miles away from a small town in the province of Manitoba, Canada, called The Pas, when Staff Sgt. John Sheets, the aircrew's engineer, noticed that an indicator light signaled a problem in one of the engines.

"I notified the co-pilot up front about the situation, and we coordinated the engine shutdown," said Sheets.

While Sheets performed clean up procedures on the number one engine,

co-pilot Capt. Richard Wells noticed an indicator light for a second engine had lit up.

Wells made a visual scan of the second engine and saw it was spewing fluid from the nose cone on the propeller.

"We wanted to save the third engine, so we tried to pitch-lock the blade to see if we could get the propeller spinning using the force of the wind," said Sheets.

The crew planned to fly the disabled aircraft to the nearest Air Force base at Grand Forks, N.D., once they got the engine going again. But their plan didn't work, and they were forced to shut down the number four engine as well. With two engines lost less than five minutes apart, the crew was

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Around the globe

Pacific



Renovated PAX reopens

ANDERSEN AIR FORCE BASE, Guam — The renovation of the passenger terminal at Andersen Air Force Base, Guam, was recently completed with a grand reopening ceremony conducted May 24 with Col. Stephen M. Jones, com-

mander, 615th Air Mobility Support Group, joining members of the 634th Air Mobility Squadron at the festive event.

The latest renovation project costing \$475,000 updates the security needs of the terminal, which was originally constructed in 1964. Travelers will note that the renovated

terminal now incorporates a single point-of-entry system that eliminates over \$150,000 in passenger screening equipment and associated man-hours.

"The improvement in security for travelers here at Andersen makes this a terminal that provides the force protection that will benefit all

military travelers in the defense transportation system," said Jones.

Reservists

ANDERSEN AIR FORCE BASE, Guam — The Air Force Reserve is making its presence known at Andersen Air Force Base, Guam, with maintenance

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Commentary



En Route News runs commentaries from air mobility leaders each Wednesday to help keep Air Mobility Command's en route community aware of how senior AMC leaders see the challenges of today's Air Force.

En Route News highlights the great people making the en route system work. To submit someone, send an action photo and a short write up about the person's duties and contributions to the job or community. Send the information to amc-pai@scott.af.mil

Our image as professional Airmen

By Col. Mark S. Solo

436th Operations Group Commander

DOVER AIR FORCE BASE, Del. (AMCNS) — As I drive through the main gate every morning, I glance at the large marquee in the median. I enjoy reading it to see who's on base that day, update calendar events, or receive an inspirational message to start the day. I've noticed that every once in a while the sign "owners" put our Air Force core values on the sign — "Integrity First, Service Before Self and Excellence in All We Do."

Do you ever sit back and reflect on what these simple phrases mean to you as an aerospace power professional? Hopefully, these core values are familiar to all of us wearing Air Force blue. Our core values are actually less than 20 years old, but over time, these phrases ought to conjure certain images of us as professional Air Force airmen. When we hear the phrase "Semper Fi," a Marine immediately comes into focus. Or how about "Duty, Honor, Country"? Can you see an Army soldier standing tall?

In the 1980s "Aim High" was a popular slogan in Air Force recruiting ads. But did all of us really relate as Air Force airmen? Many of us grasped a Vietnam-era mantra to "Fly, Fight, and Win," but it fell short of reflecting everything we do as Air Force airmen, especially in today's world.

Gen. Michael E. Ryan, chief of staff of the Air Force, and other senior leaders recognized a need to better develop the aerospace leaders essential to take our service into the next century.

Ryan's vision of Developing Aerospace Leaders is becoming a reality, starting with the officer corps and soon to include noncommissioned officers and airmen.

The first order of business is to ingrain our core value of service before self to foster a bonding identity for everyone wearing Air Force blue. When you ask a Marine, "Who are you?"

You'll hear, "I'm a Marine." An Army person will say, "I'm a soldier." An enlisted Navy person will say, "I'm a sailor." But generally speaking, when we're asked by someone, "Who are you, and what do you do?" We reply, "I'm a pilot," or "I'm an aircraft mechanic," or "I'm a

nurse, and I'm in the Air Force." As Air Force members we tend to relate to a personal identity rather than a collective identity as airmen.

Critics say even the name airman is outdated as we venture more into space. Let's leave that debate for another article because there is a newly formed office in the Pentagon tackling this issue as part of the chief's DAL vision. This group of officers and NCOs is busy digesting and coalescing the products of five focus groups that met over three months and reported to Ryan in January.

These groups focused on accessions, education and training, exercises, officer professional development and general officer matters. Already the DAL vision group has recommended changes to the new Aerospace Basic Course for officers. These changes should add length and rigor to the curriculum helping forge that new airmen bond.

In addition, DAL has identified core competencies airmen will attain in order to become highly competent aerospace professionals. A few of the competencies include joint warfighting skills, working knowledge of Air Force doctrine, employing aerospace forces, effective leadership and staff skills.

The DAL goal is to use a broad mix of base-level assignments, professional military education, training, exercises, secondary and tertiary Air Force specialties, deployments, and staff tours to achieve these and many other competencies necessary to be an effective force in today's world.

What we're striving for are professional airmen who may have been trained as a communications officer, but who are capable of responding for contingency duty as an aerospace planning officer on a battlefield or joint or combined staff — a professional airman competent at employing aerospace power in any environment.

An ambitious vision? Definitely. Essential to the future of the Air Force? Without a doubt. Achievable? I believe so because I believe in the abilities, drive, and determination of Air Force people.

Af News



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NCO earns Air Force transportation honor

By Tech. Sgt. John Scaggs
15th Air Base Wing Public Affairs

HICKAM AIR FORCE BASE, Hawaii — A key “mover” within the 635th Air Mobility Support Squadron has been named the Air Force Transportation Noncommissioned Officer of the Year for 1999.

The Air Force’s transportation hierarchy selected Tech. Sgt. Dave Noblin for the honor. For the award period, 32-year-old Noblin was the 635th’s air terminal operations center superintendent. In January, Noblin became the squadron’s transportation management staff superintendent.

It marks the first time Noblin has received an Air Force-level honor. The White River Junction, Vt., native has been in Air Force transportation-related jobs for 14 ½ years.

Among the items highlighted by his supervisor, Capt. Joe Becker, was Noblin’s ability to build a superior quality assurance evaluator program for \$50 million airlift contracts. Noblin supervised 15 quality assurance evaluators who inspected more than 400 aircraft. One of the results was identifying 10 contract violations to Headquarters Air Mobility Command at Scott Air Force Base, Ill.

Ramstein airman leads German soccer team to victory

By Senior Airman Steven Grever
Kaiserslautern American

RAMSTEIN AIR BASE, Germany — For more than 29 years, Tech. Sgt. Barney McConville has been kicking around a soccer ball and scoring goals. Even before coming to Germany seven years ago, McConville was playing the game he loves — soccer.

“Soccer has been a very big part of my life,” said McConville. “I think I’ve missed three or four seasons since I was a little kid.” McConville started playing soccer at a young age and has enjoyed it ever since.

“I started playing because it was fun, and I just kept at it,” he said. He said it’s also a way for him to take time out for himself. “My wife says I get really grouchy when I’m off the pitch for more than a month or so. I guess it’s how I relieve stress,” McConville said.

His determination for soccer led him wanting to play against the best, and when he got stationed at Ramstein in 1992, McConville looked to join an off-base soccer club in Weilerbach.

“One night, while at one of the local establishments in town, I was lucky enough to meet the coach of Weilerbach’s soccer club,” McConville said.

“The bartender told me who he was, and I walked up and introduced myself. We talked, and he told me to come to practice on Tuesday at 7 p.m,” he added.

Person of the Week



Tech. Sgt. Barney McConville, a flightline expeditor in the logistics flight at the 623rd AMSS, practices his technique.

Getting on the team seemed easy, but it took McConville years to work his way through the ranks to make the first team.

“There are enough players for two teams,” he said.

AIRCREW

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concerned that a third engine might follow suit so they prepared to make a landing.

"Before we shut the second engine down, Wells asked me what fields we were closest to, and I ran down a list," said Capt. Ronnie Hall, the aircrew's navigator. "I gave The Pas as my first choice because, at that point, we were only about 10 miles past the town."

The crew made the decision to land at The Pas and declared an emergency with the local air traffic control tower there. After receiving clearance to land, the pilots were faced with the challenge of making an approach to the airfield through a thick cloud cover hanging low over the airfield.

"The area around the airport was overcast at about 2,500 feet," said Wells. "If you're trying to land in cloudy weather you need an instrument approach, which is a device that sends signals from the airport to the aircraft informing the pilot of the flight path and altitude to take to get below the clouds. Once you can see the field visually you can land. But this field didn't have an instrument approach."

The weather conditions made it necessary for the pilot to make visual contact with the runway. But the pilot would first have to find a hole in the clouds to fly through and needed information about the terrain surrounding the airfield.

"Hall informed us that we didn't have any mountains to contend with so we looked for a hole to fly through and found one," said Wells. "We flew through the whole and knew we were safe."

Or so they thought.

With all four engines operating properly, a C-130 aircraft has full hydraulic pressure, according to Wells. With two engines down, the aircraft's hydraulic system responds much slower to the pilot's commands — a side effect the crew had overlooked.

Only seconds before the aircraft touched down on the runway the landing gear extended and locked into position, according to Wells.

"We didn't know if it was a landing gear problem or just slow actuation of the gear," he said, "but it was too close for comfort."

GLOBE

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personnel from McChord Air Force Base, Wash., and March Air Force Base, Calif., on hand June 5 to 12 to train with the 634th Air Mobility Support Squadron.

ATWIND kick-off party

KADENA AIRBASE, Japan — The 633rd Air Mobility Support

Squadron held its "Around the World in Ninety Days" 2000 kick-off party June 2 at Marek Park, Kadena Air Base, Japan. Activities included volleyball, horse-shoes, kids games and jumpy castles. The party was sponsored by the Year of the Family committee headed by Staff Sgt. Hughes of the 633rd AMSS logistics flight.

Europe



Patriot Partner

RAMSTEIN AIRBASE, Germany — The 82nd Aerial Port Squadron from Travis Air Force Base, Calif., arrived the end of May for the Patriot Partner program with the 623rd Air Mobility Support Squadron at Ramstein Air Base, Germany. This program allowed Air Force reservists to take over the supervisory roles of the active duty and

integrate other personnel into the work centers at a demanding base such as Ramstein.

This unique opportunity also provided the inspector general a chance to evaluate the mission of this reserve unit. With little fanfare, the two organizations combined resources and from the IG's perspective, succeeded beyond their expectations, earning a "green" rating. Two individuals in air

terminal operations center were identified as superior performers. When asked, these highly motivated troops stated, "The reason for mission accomplishment by the reserves was directly attributed to the professionals of the active Air Force at Ramstein. We felt fortunate to have worked with the 623rd AMSS and look forward to next year's Patriot Partner program."